

COUNTRY East Germany

REPORT NO.

25X1

TOPIC Zerbst Airfield

EVALUATION

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DATE OF CONTENT 10 to 26 October 1952

DATE OBTAINED

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DATE PREPARED

21 November 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following aircraft and air activity were observed at Zerbst airfield between 11 and 24 October 1952:

11 October. There was a closed cloud base at an altitude of about 800 meters. The visibility was estimated at 1 km. Flying was practiced between 2 and 4 p.m. Aircraft observed at the field included 9 MiG-15s on the dispersal area at the north-eastern end of the taxiway, 4 MiG-15s in front of the second hangar from the east, and 3 MiG-15s on the taxiway in front of the easternmost hangar. Four railroad tank cars stood at the fuel dump. Fuel was being transferred from the tank cars into three tank trucks.

12 October. There was an overcast of about 5/10, the cloud base being at an altitude of 1,500 to 2,000 meters. One of the aircraft parked at the northeastern end of the taxiway taxied to the east end of the runway at 9:25 a.m. and took off at 9:30 a.m. and was parked in front of a hangar.

14 October. The cloud base was at an altitude of 600 to 800 meters. There was air activity by some swept-back jet fighters which practiced flying in formations of four. Some single-engine planes made local flights over the field. About noon, take-offs and landings were made by swept-back jet fighters and single-engine planes. A biplane took off at 1 p.m. At 1:10 p.m., take-offs were made by four MiG-15 planes in elements of two.

15 October. Source observed from the town that flying was practiced over the field. However, no details could be identified.

21 October. There was a 8/10 overcast at an altitude of about 1,000 meters. During the morning, flying was observed from the town.

24 October. Flying started in the early morning. There was a 8/10 overcast at an altitude of 800 meters. Two MiG-15s both fitted with auxiliary fuel tanks, took off at 4:30 p.m. and landed about 5:10 p.m.

2. Local residents from the maneuver area around Aken stated that jet fighters and ground attack planes were involved in army exercises held on 14 October.

3. The board fence which is 2 to 2.5 meters high begins at the barrier on the Zerbst-Deetz highway, extends 300 to 400 meters southwest of the southwestern taxiway and terminates about southwest of the point where this taxiway meets with the Zerbst-Doeritz highway. A wire fence, also 2 to 2.5 meters high, extends along the communication lane between the Zerbst-Deetz and Zerbst-Lindau highways. It began in line with the barrier and runs along the edge of the woods toward the

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north. The fuel dump is also surrounded by a wire fence.

4. Sentries were permanently posted at the two barriers, one of which was at the main entrance and the other one northeast of the fuel dump. Two sentries controlled the fuel dump. Some time ago, a patrol sedan occupied by officers and EW was observed driving around the field.
5. The Zerbst-Bobritz highway is blocked by heaps of sand from the Stiefellmuecht Inn as far as the point where the road from Straguth terminates. The field path from Straguth toward the runway to the southwest was blocked and guarded at a distance of about 300 meters from the taxiway. Usually the passers-by were only checked on the blocked roads and paths mentioned above.
6. For some time, mobile radio installations with one mast have been observed in the southwestern extension of the runway during the daytime. Such a radio truck was located near the radio installation with two masts northeast of the principal bath on the Truemmerberg. During air activity at night, yellowish lights were switched on on both sides of the runway. No boundary lights were observed around the field. There were no obstacle lights except for a red lamp fitted on a mast of the radio installation in the northeastern extension of the runway and on the two high radio masts near the main entrance to the field. A rotary searchlight which was in operation at night was located in the northeastern section of the field, half way between the end of the runway extension and the point where the road from Straguth terminates on the Zerbst-Bobritz highway.

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1. [redacted] Comment. [redacted] Zerbst airfield is operated by the [redacted] and the headquarters of a fighter division [redacted] are reported for the first time [redacted]
2. [redacted] Comment. Units of the Twenty-Fourth Air Army participated in full maneuvers held by the Eighth Gd Army in the Dessau-Aken area between 12 and 15 October 1952.

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